(c) Number of coaches and wagons manufactured duri g last 5 years are as under:—

Year	Coaches	Wagons(FWs)
1996-97	2168	22185
1997-98	2278	27865
1998-99	2466	25235
1999-2000	2453	16462.5
2000-2001	2256	17753

Khanna Committee Report on Railway Safety

705. DR. C. NARAYANA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) what are the reasons for the delay in implementing the Khanna Committee Report on Railway Safety;

(b) what is the plan of action for repairing or reconstructing a century old railway bridges; and

(c) what are the financial implications involved?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) Action to implement accepted recommendations of Part-I of the Report of Railway Safety Review Committee-98 (Khanna Committee) has already been initiated. In order to implement one of the recommendations of Khanna Committee Report, a non-lapsable Special Railway Safety Fund of Rs.17,000 Crores has been set up to wipe out arrears in renewal of over-aged assets within a fixed time frame of 6 years. Over-aged assets that are to be renewed also include Bridges.

Besides these, there are number of other recommendations having financial repercussions. These are being implemented progressively depending upon availability of funds and resources.

Status of technical staff in Railways

706. SHRI RAMA SHANKER KAUSHIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that technical staff in the Railways is being completely neglected;

(b) whether the status of clerk is higher than the technical staff and there are wide disparities in the pay scales and facilities, like leave etc. of the both;

(c) whether responsibilities for safety in the Railways rests with the technical of the other staff;

(d) whether Government would enhance the status of technical staff and make their pay, leaves and other facilities similar to others;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir.

(b) No, Sir. Categories of clerks and technical staff are structurally different from each other with altogether different nature of duties and responsibilities. Therefore, there is no scope for comparison of status, pay scales and consequent entitlements. As regards facilities like, leave, etc. the rules are uniformly applicable to all categories of employees in the Indian Railways;

(c) Since all activities carried out by various departments of Indian Railways have a direct or indirect bearing on safety, it is not possible to visualize safety in the Railways as an exlusive responsibility of technical staff or any other specific category. The responsibility, infact, rests with all departments in their respective spheres of activity.

(d) Recommendations of Fifth Central Pay Commission in regard to pay scales of technical employees, as accepted by the Government, have already been implemented in the Railways. There is no proposal at present to enhance the pay scales and other benefits of technical employees.

(e) and (f) Do not arise.